BookletChart™

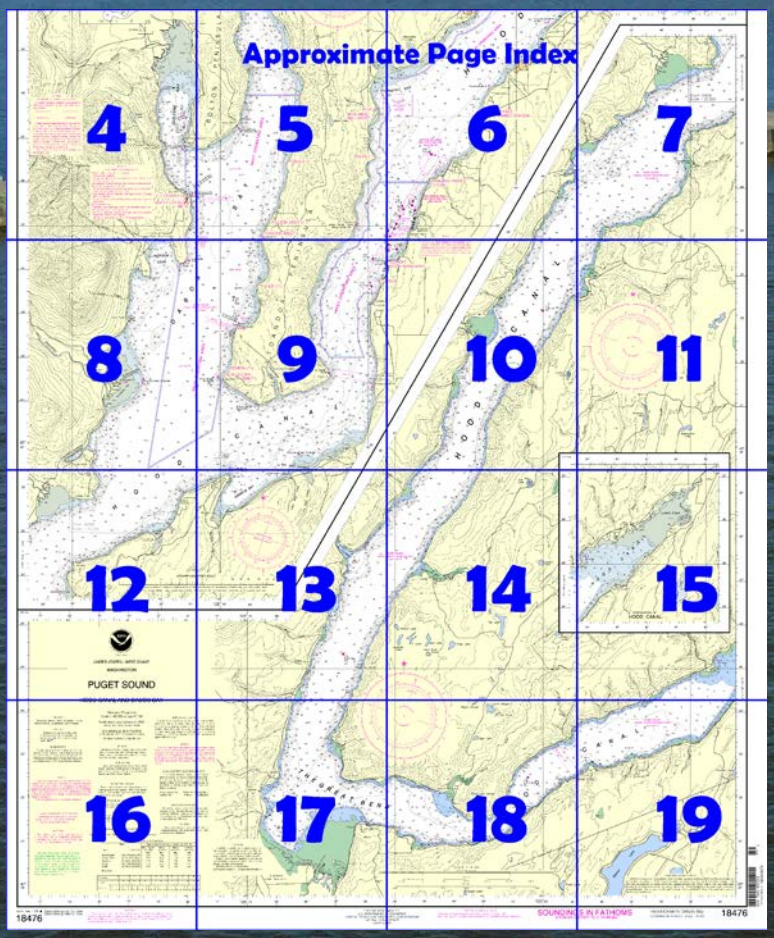
Puget Sound – Hood Canal and Dabob Bay

NOAA Chart 18476

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18476.

(Selected Excerpts from Coast Pilot)
The entrance to **Hood Canal** is at the lower end of Admiralty Inlet, between Foulweather Bluff and Tala Point, about 10 miles S of Marrowstone Point. It extends in a general S direction for about 44 miles and then bends sharply NE for 11 miles, terminating in flats bare at low water. The head of Case Inlet, in the S part of Puget Sound, is less than 2 miles from the head of Hood Canal. Water traffic in general is confined to tugs with log rafts, naval vessels in the upper part, and many pleasure craft. Hood Canal is a vacation area. Numerous private houses and summer cottages with small piers, mooring buoys, and floats are on both sides of the canal. There are relatively few public floats or piers, and the only commercial activities are logging and some oystering.

Thorndyke Bay is a small bight on the W side of Hood Canal about 4 miles S of Squamish Harbor. An **explosives anchorage** is S of the bay. (See **110.1 and 110.230**, chapter 2, for limits and regulations.)

Bangor Wharf on the E side of the canal, 3.5 miles S of Thorndyke Bay, is the property of the Bangor U.S. Naval Submarine Base. A **naval restricted area** surrounds the wharf and other naval docking facilities along the E side of Hood Canal. Keyport Naval Undersea Warfare Engineering Station, 0.9 mile SSW of Bangor Wharf, is also within the restricted area. (See **334.1220**, chapter 2, for limits and regulations.)

Naval security zones are adjacent to the Naval Submarine Base. (See **§165.1302 and §165.1311**, chapter 2, for limits and regulations.)

A **naval operating area** is in the S part of Hood Canal. (See **334.1190**, chapter 2, for limits and regulations.) A **naval exercise area** extends N from the N boundary of the operating area to just off **South Point**, about 2.3 miles NE of Thorndyke Bay.

Seabeck, about 6 miles SW of Bangor, is a settlement and resort at the head of **Seabeck Bay**, a small cove on the E shore. A marina, protected by a breakwater awash at high water, is on the S side of the bay. Berths, gasoline, diesel fuel, water, ice, supplies, and a 1½-ton hoist are available. In 2005, the marina was reported to be closed. Shoal water extends 0.5 mile from the head of the bay. Good anchorage, well protected from SE to SW weather, is available in the bay in 35 to 50 feet. Shoal water extends more than 200 yards off **Misery Point**, at the W side of the entrance of the bay. A light is about 300 yards NE of Misery Point, and a fish haven is close NW of the light.

Fisherman Harbor is a cove on the S end of Toandos Peninsula, just E of Oak Head. It is very narrow, with a constricted entrance which is nearly bare at low water. A sandspit extends partly across the entrance.

Brinnon is a village on the S side of Dosewallips River, 3.5 miles W of Oak Head, at the entrance of Dabob Bay. It has a general store and service station. Gasoline, water, and ice are available, but there is no landing pier. A log booming ground is close offshore at Brinnon.

Dabob Bay, the largest inlet in the canal and separated from it by Toandos Peninsula, extends 9 miles in a N direction. The entrance is between **Tskutsko Point** and **Sylopash Point** just N of the mouth of Dosewallips River. A light is off Tskutsko Point. The W shore of Dabob Bay is particularly steep and bold, reaching an elevation of over 2,600 feet in less than 2 miles from the coast.

A **naval operating area** is in the bay. Unlighted spherical yellow mooring buoys may be temporarily established within the bay. Navy–maintained warning lights are shown from **Whitney Point**, Pulali Point, and Sylopash Point on the W side of the bay, from **Zelatched Point** on the E side of the bay, and on the SE side of Bolton Peninsula on the N side of the bay. Flashing amber lights indicate that naval operations are in progress and all craft should keep well clear of vessels engaged in testing. Flashing red lights will be shown when naval operations close the area to navigation. Craft on the bay during these periods should stop their screws and secure their engines and depth sounders. Mariners are advised to pass no closer than 1 mile of naval vessels engaged in bottom operations unless directed otherwise by radiotelephone or other signal from the shore, picket boat, or surveillance aircraft. (See **334.1190**, chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Table of Selected Chart Notes

PORT GAMBLE BAY

The controlling depth in the entrance channel was 23 feet July 1986.

NOTE E

Submerged mooring cables are located in this area.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

The tidal current vectors shown on this chart (in green) represent the average maximun speeds of flood and ebb currents, and the direction of flow. The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions consult the Tidal Current Tables, Pacific Coast of North America.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

LOCAL MAGNETIC DISTURBANCE

Differences of more than 2° from the normal variation have been observed in Hood Canal at Point Hannon.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE D

Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous Navy maintained quick flashing yellow (Q Y) lights and approximately mark the Restricted Areas surrounding the facility.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

LOCAL MAGNETIC DISTURBANCE

Differences of more than 2° from the normal variation have been observed in Hood Canal at Point Hannon.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Puget Sound, WA	WWG-24	162.425 MHz
Seattle, WA	KHB-60	162.550 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.657" southward and 4.500" westward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

Mercator Projection
Scale 1:40,000 at Lat 47° 36'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1395 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

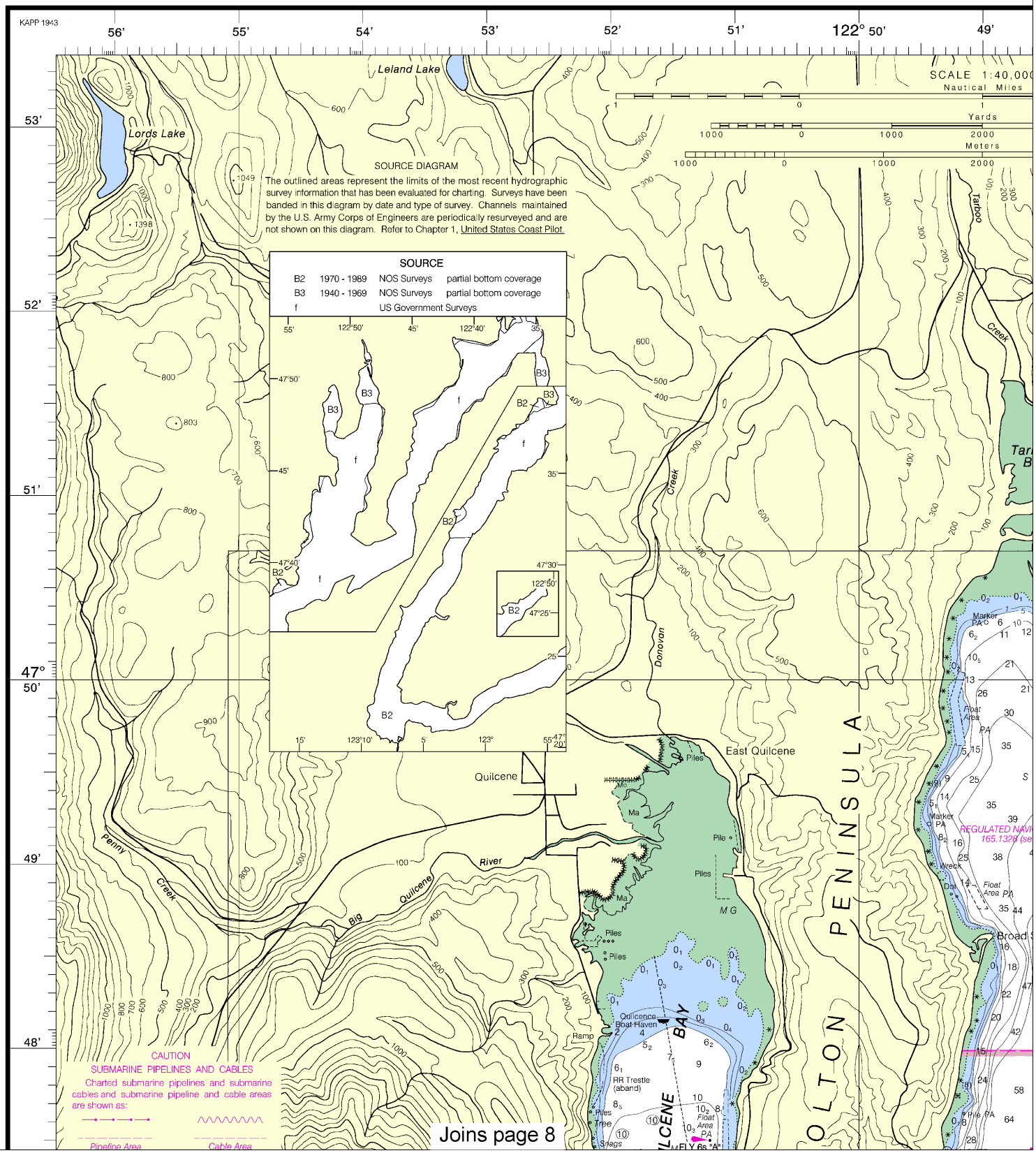
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port Gamble	(47°52'N/122°35'W)	10.3	9.4	2.7
Lofall	(47°49'N/122°39'W)	10.7	9.8	2.9
Bangor Wharf	(47°45'N/122°44'W)	11.1	10.2	2.9
Seabeck	(47°39'N/122°50'W)	11.5	10.6	3.0
Union	(47°22'N/123°06'W)	11.8	10.9	0.0

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jul 2011)

18476



4

Note: Chart grid lines are aligned with true north.

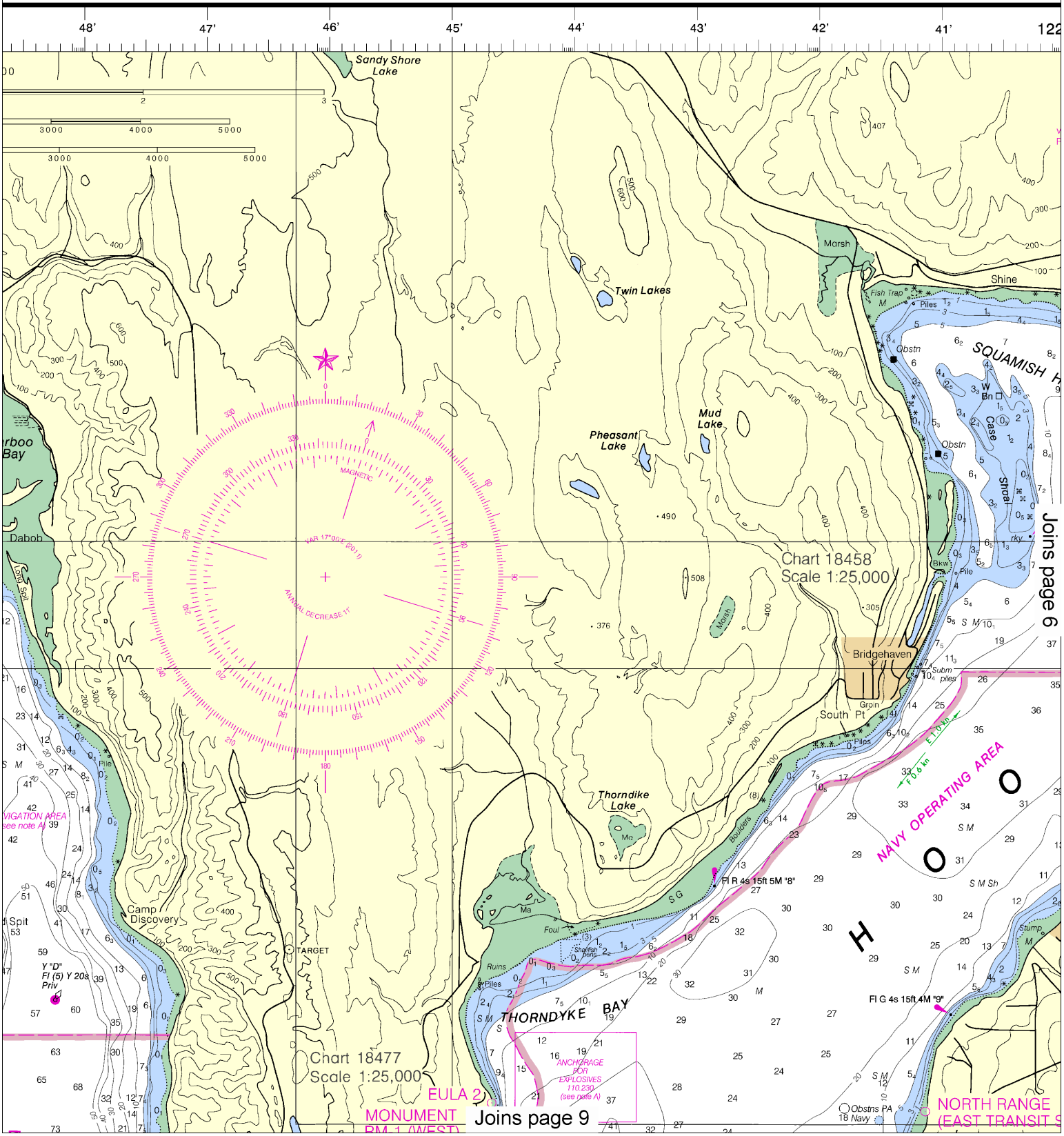
Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

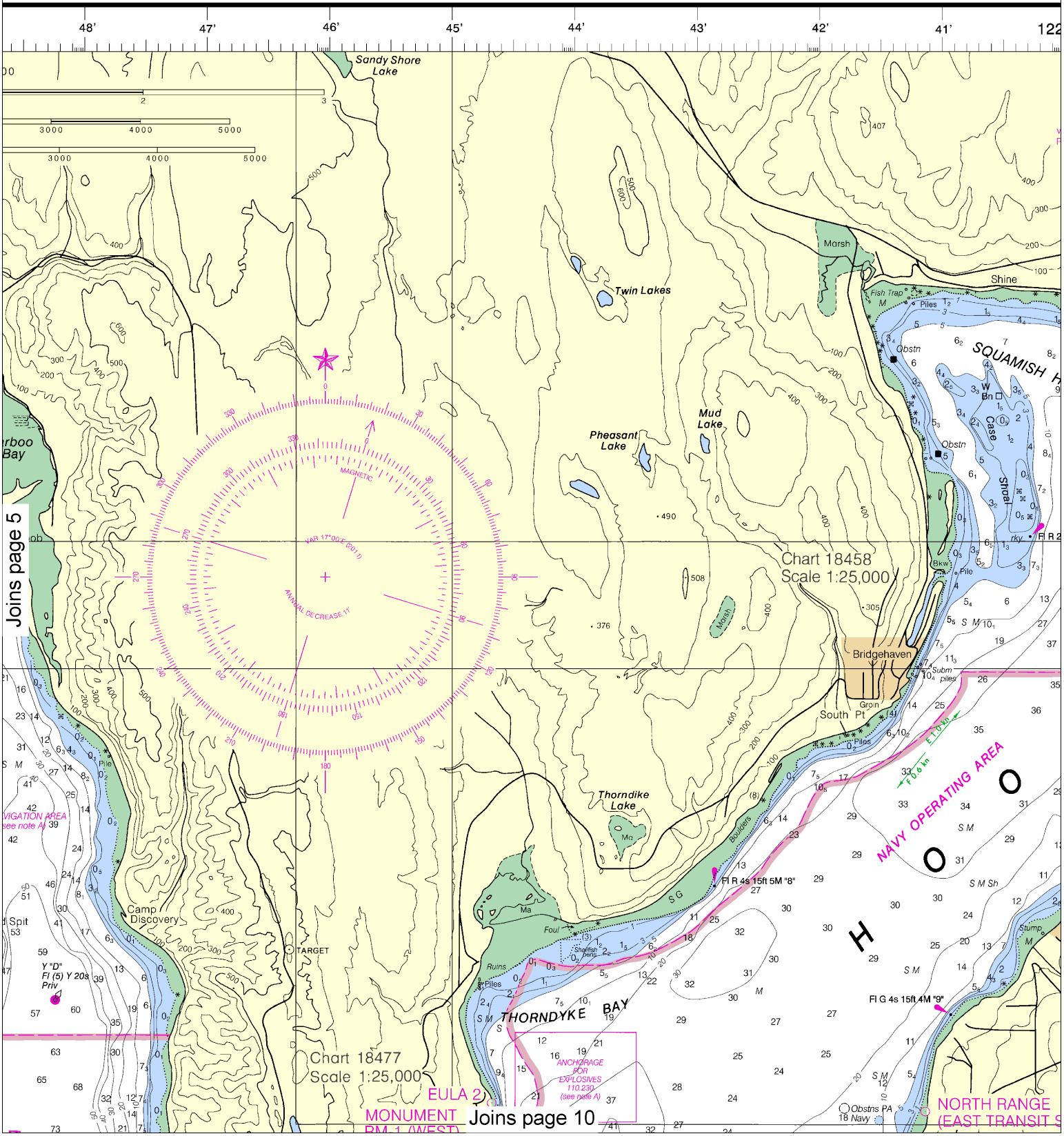
See Note on page 5.

1st Ed. Sept. 1984 KAPP 1943



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

1st Ed. Sept. 1984 KAPP 1943



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

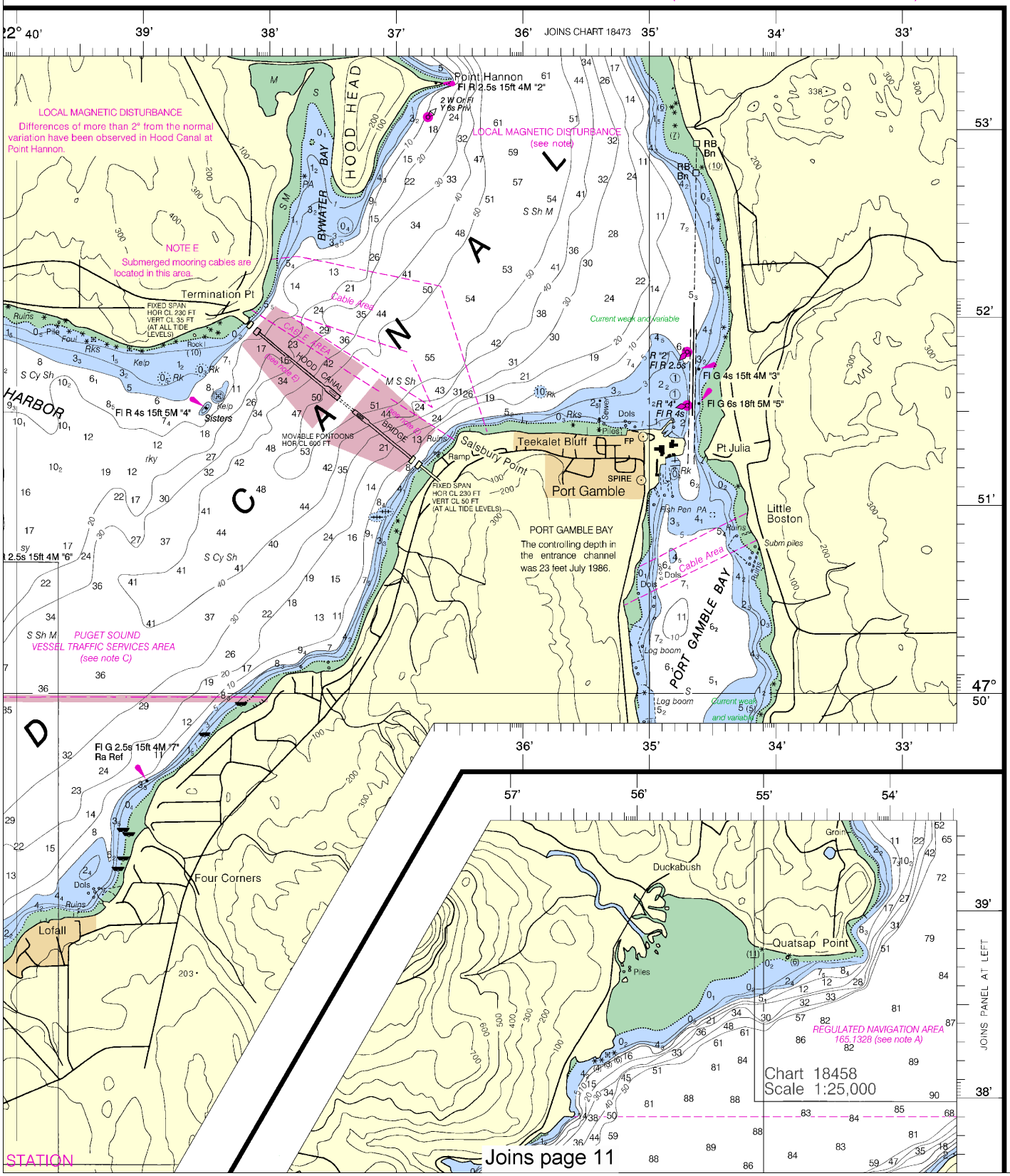
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

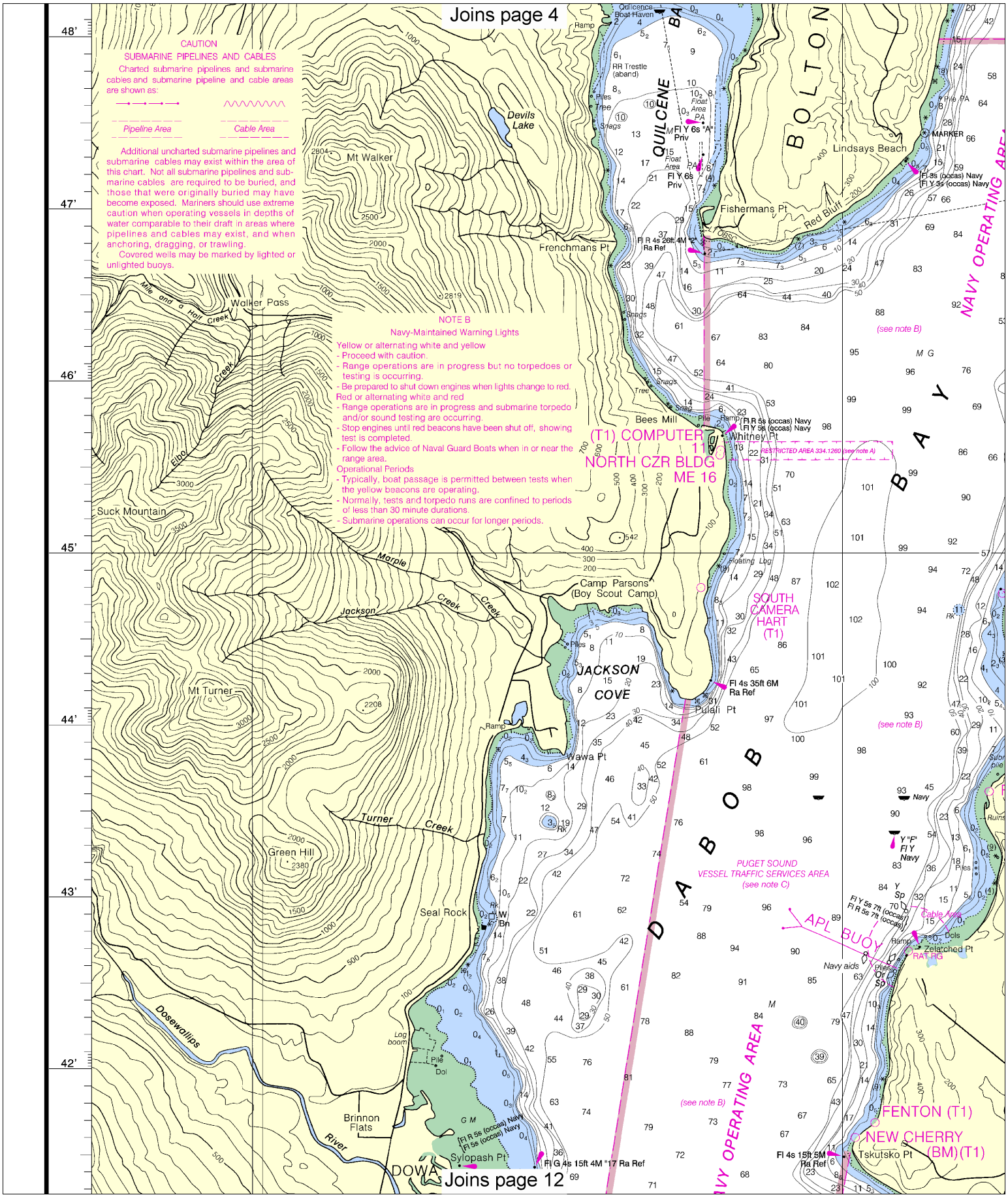
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18476



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 5012 12/11/2012,
NGA Weekly Notice to Mariners: 5212 12/29/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



8

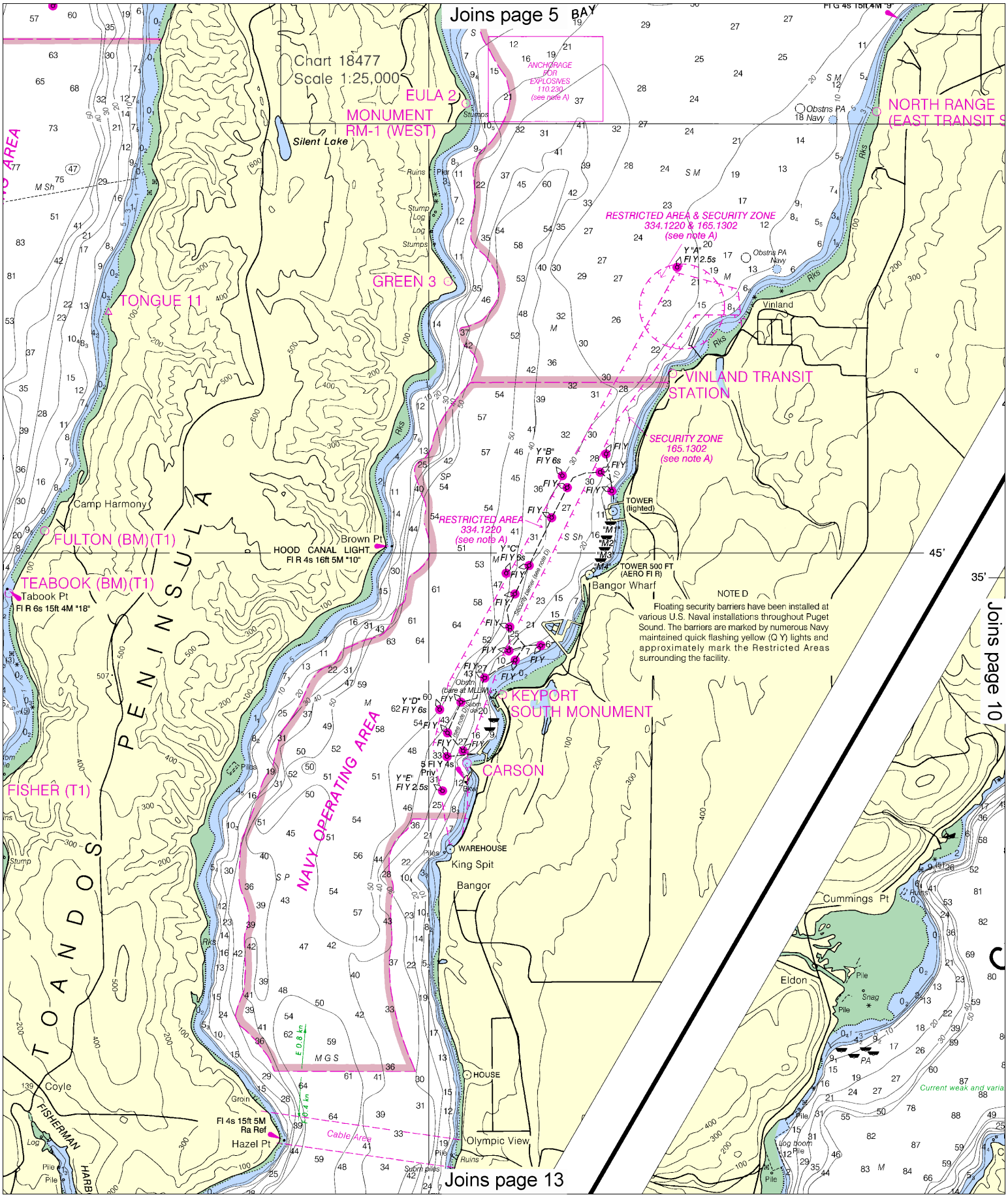
Note: Chart grid lines are aligned with true north.

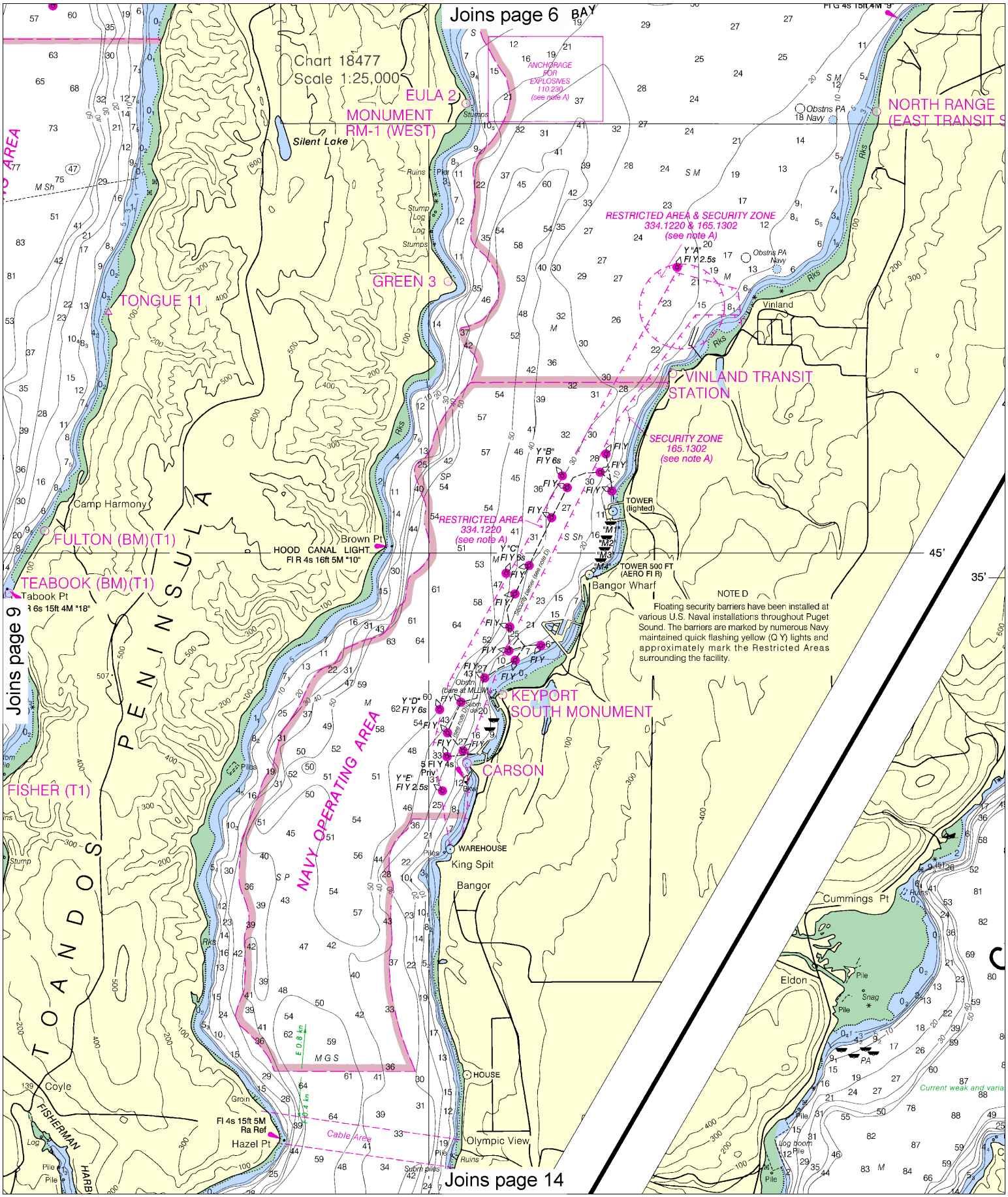
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Chart 18477
Scale 1:25,000
EULA 2
MONUMENT
RM-1 (WEST)
Silent Lake
ANCHORAGE FOR EXPLOSIVES 110.230 (see note A)
NORTH RANGE
(EAST TRANSIT S
Obstns PA
18 Navy
RESTRICTED AREA & SECURITY ZONE
334.1220 & 165.1302
(see note A)
GREEN 3
TONGUE 11
Vinland
VINLAND TRANSIT STATION
SECURITY ZONE
165.1302
(see note A)
Camp Harmony
FULTON (BM)(T1)
HOOD CANAL LIGHT
Fl R 4s 16ft 5M "10"
Brown Pt
RESTRICTED AREA
334.1220
(see note A)
TOWER (lighted)
TOWER 500 FT
(AERO Fl R)
Bangor Wharf
45'
35'
TEABOOK (BM)(T1)
Tabook Pt
Fl R 6s 15ft 4M "18"
NOTE D
Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous Navy maintained quick flashing yellow (Q Y) lights and approximately mark the Restricted Areas surrounding the facility.
KEYPORT
SOUTH MONUMENT
CARSON
FISHER (T1)
NAVY OPERATING AREA
WAREHOUSE
King Spit
Bangor
HOUSE
Coyle
Fl 4s 15ft 5M
Ra Ref
Hazel Pt
Cable Area
Olympic View
Cummings Pt
Eldon
Current weak and varia
Joins page 10
Joins page 13
PENINSULA
TOANDOS



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

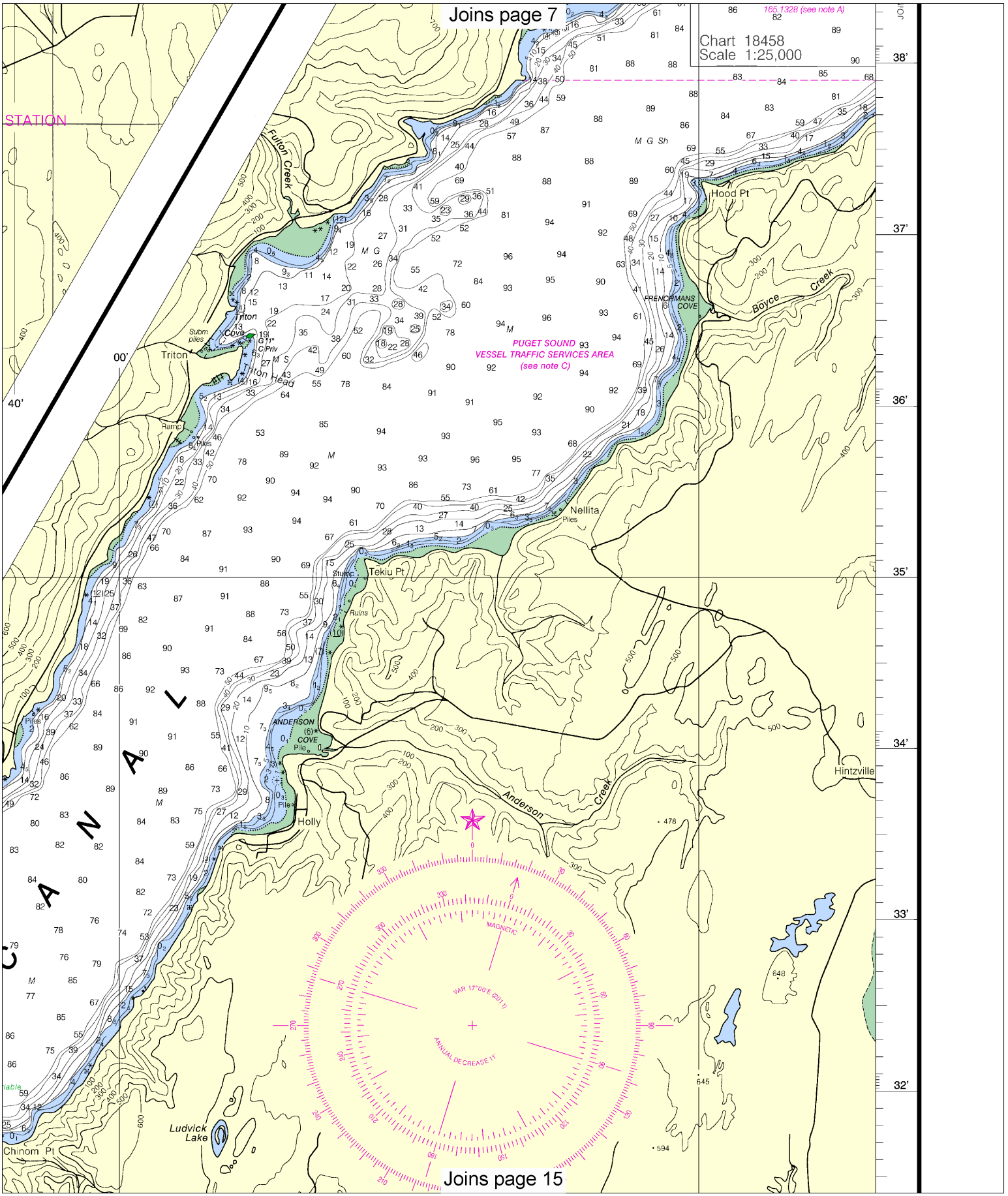
Nautical Miles

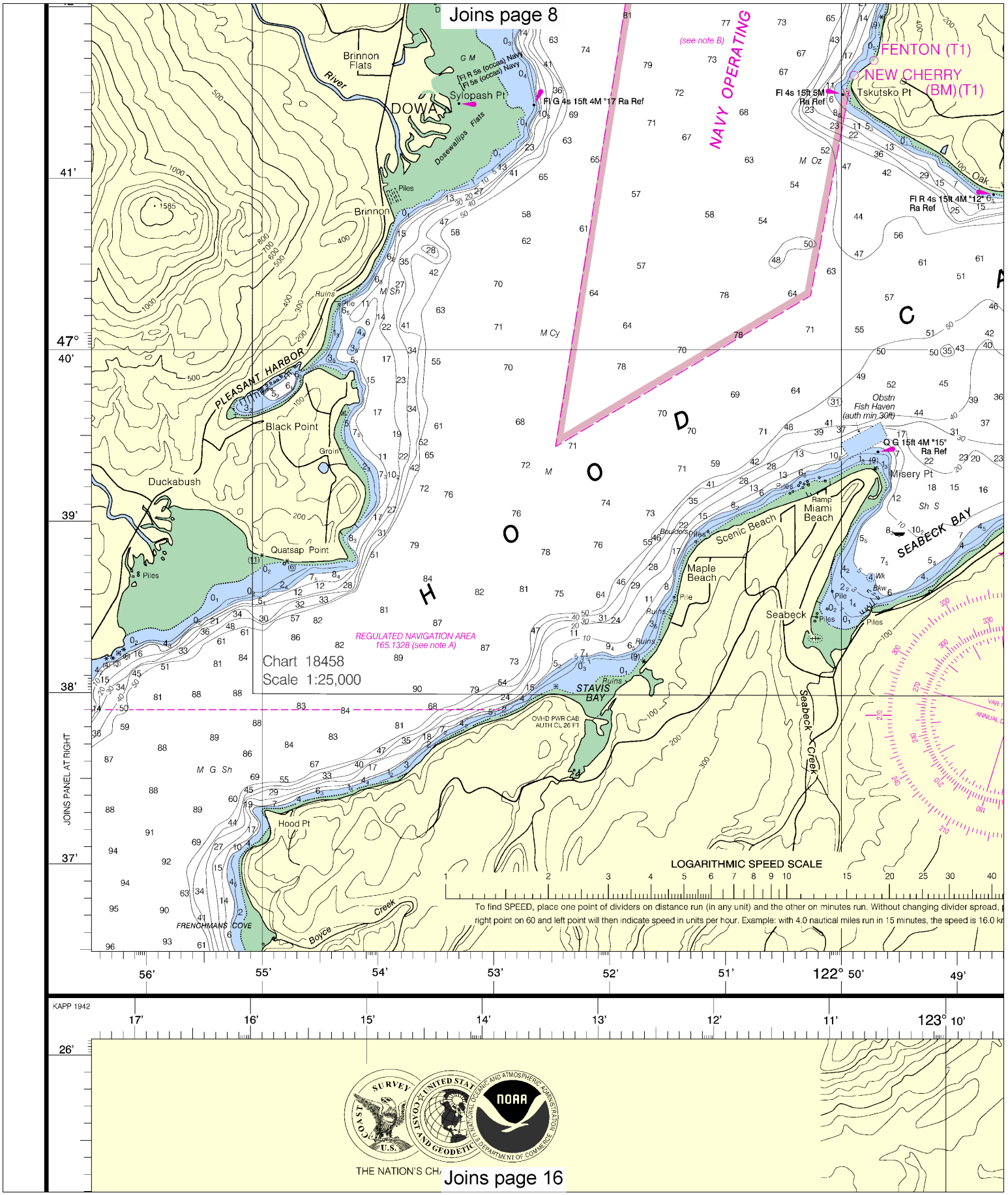
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Chart 18458
Scale 1:25,000
165.1328 (see note A)
STATION
Fulton Creek
Hood Pt
Boyce Creek
FRENCHMANS COVE
Triton Cove
Triton
Triton Head
Subm piles
PUGET SOUND
VESSEL TRAFFIC SERVICES AREA
(see note C)
Ramp
Nellita
Piles
Tekiu Pt
stump
Ruins
ANDERSON COVE
Pile
Holly
Anderson Creek
Hintzville
Ludvick Lake
Chinom Pt
MAGNETIC
VAR 17°00'E (2011)
ANNUAL DECREASE 11'
Joins page 15
38'
37'
36'
35'
34'
33'
32'
00'
40'

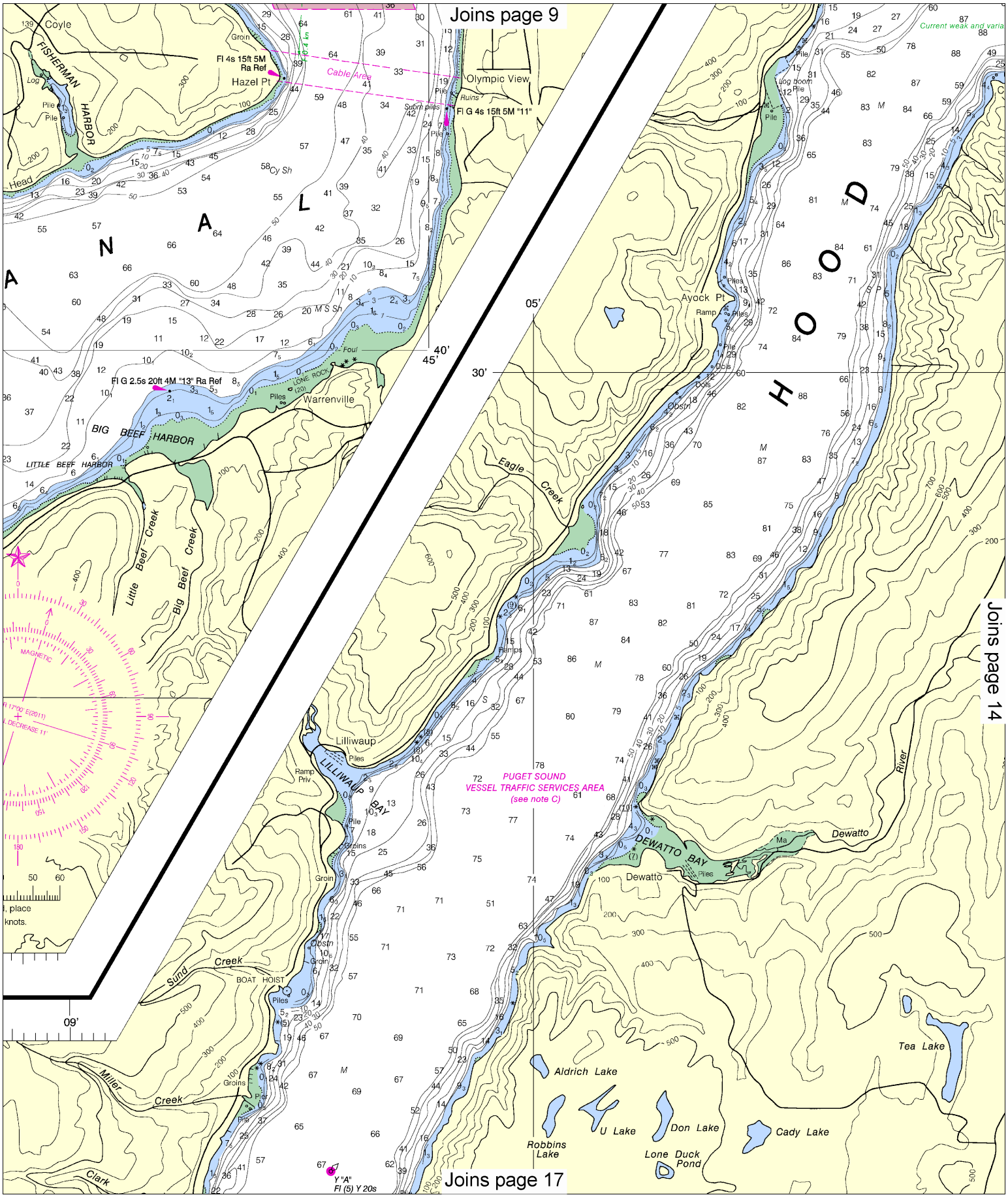


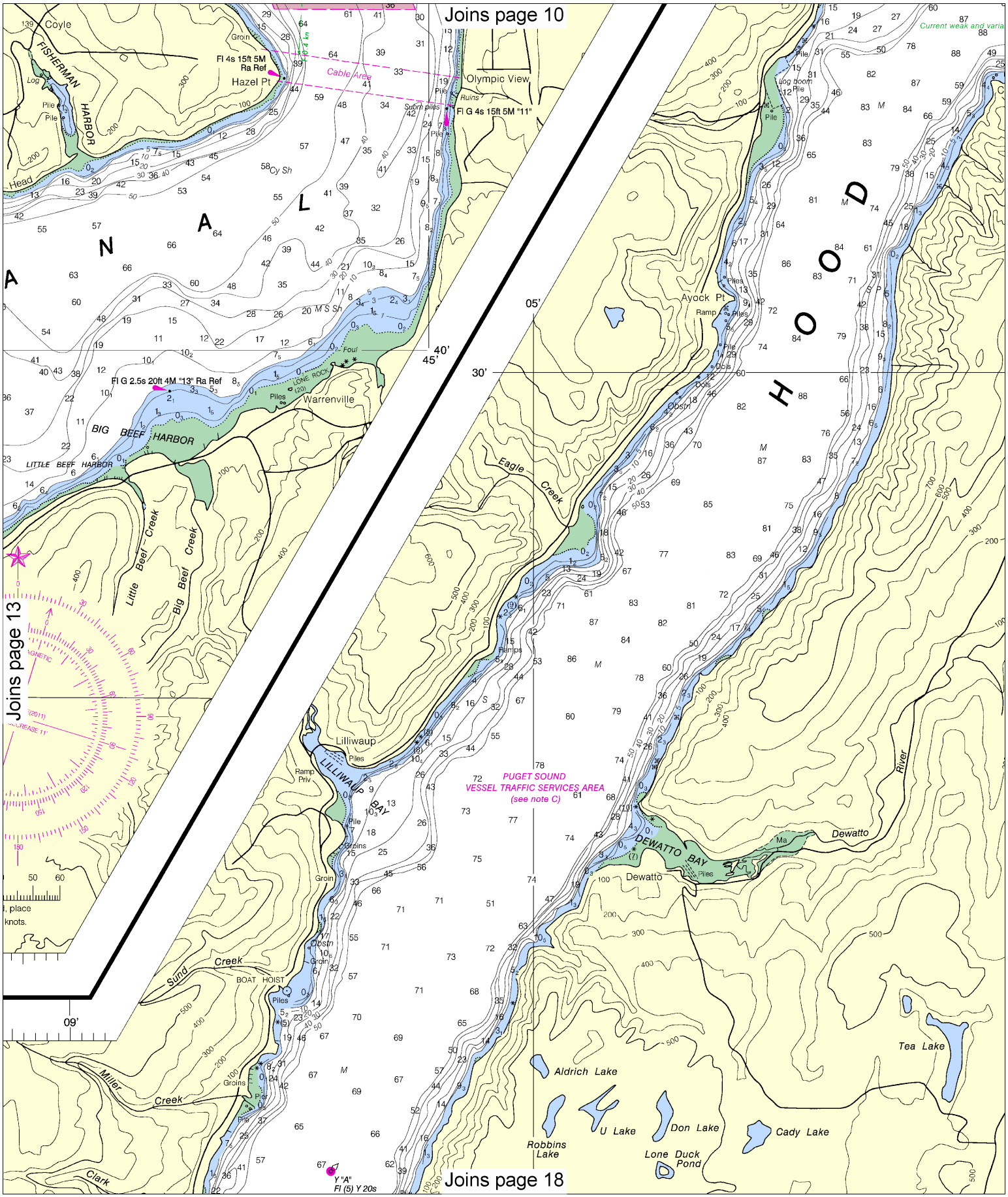
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.


Joins page 9
Coyle
Groin
FISHERMAN HARBOR
Log
Pile
Head
Fl 4s 15ft 5M Ra Ref
Hazel Pt
Cable Area
Olympic View
Ruins
Sunk piles
Fl G 4s 15ft 5M "11"
Cy Sh
M S Sh
Foul
Fl G 2.5s 20ft 4M "13" Ra Ref
LONE ROCK
Piles
Warrenville
BIG BEEF HARBOR
LITTLE BEEF HARBOR
Little Beef Creek
Big Beef Creek
Eagle Creek
Ayock Pt
Ramp
Dols
Obstn
Current weak and varia
05'
40'
45'
30'
09'
Lilliwaup
Ramps
Ramp Priv
LILLIWAUP BAY
PUGET SOUND
VESSEL TRAFFIC SERVICES AREA
(see note C)
Dewatto
DEWATTO BAY
Ma
River
Sund Creek
BOAT HOIST
Groins
Miller Creek
Clark
Y "A"
Fl (5) Y 20s
Aldrich Lake
Robbins Lake
U Lake
Don Lake
Lone Duck Pond
Cady Lake
Tea Lake
HOOD
CANAL
Joins page 14
Joins page 17



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Printed at reduced scale. ~~SCALE 1:40,000~~

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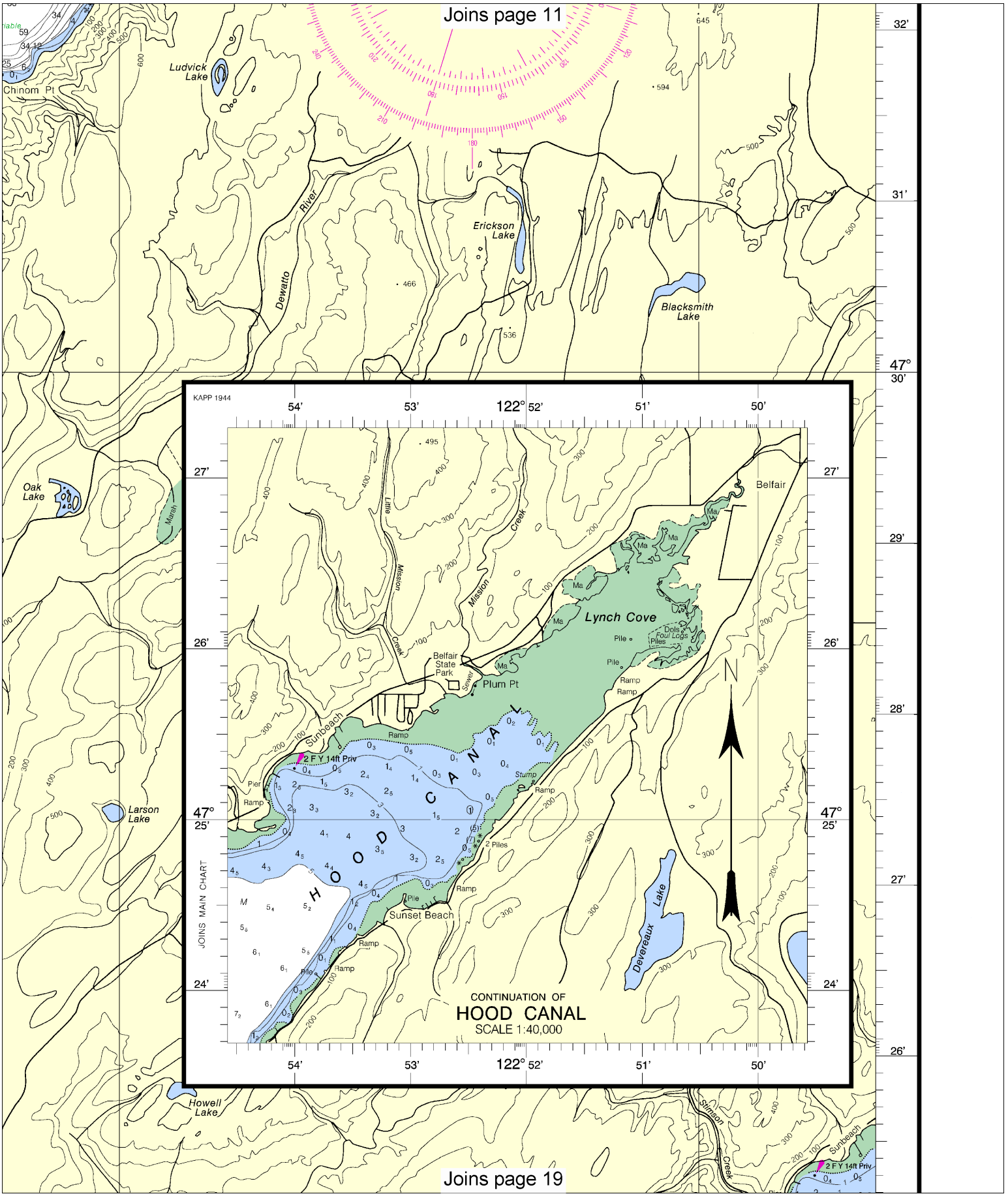
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
KAPP 1944
122° 54' 53' 52' 51' 50'
47° 32' 31' 30' 29' 28' 27' 26' 25' 24'
Chinom Pt
Ludvick Lake
Dewatto River
Erickson Lake
Blacksmith Lake
Oak Lake
Marsh
Larson Lake
Howell Lake
Little Mission Creek
Mission Creek
Belfair
Belfair State Park
Sewer
Plum Pt
Lynch Cove
Dols
Foul Logs
Piles
Pile
Ramp
Sunbeach
2 F Y 14ft Priv
Pier
Stump
2 Piles
Sunset Beach
Devereaux Lake
Stimson Creek
HOOD CANAL
JOINS MAIN CHART
CONTINUATION OF
HOOD CANAL
SCALE 1:40,000
N
Joins page 19

Joins page 12

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

PUGET SOUND

HOOD CANAL AND DABOB BAY

Mercator Projection
Scale 1:40,000 at Lat 47° 36'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: ⊙

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

LOCAL MAGNETIC DISTURBANCE

Differences of more than 2° from the normal variation have been observed in Hood Canal at Point Hannon.

WARNING

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.657" southward and 4.500" westward to agree with this chart.

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TIDAL INFORMATION

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Lofall	(47°49'N/122°39'W)	10.7	9.8	2.9
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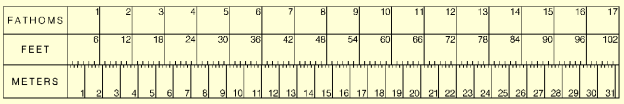
Seabeck	(47°39'N/122°50'W)	11.5	10.6	3.0
Union	(47°22'N/123°06'W)	11.8	10.9	0.0

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jul 2011)



CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

STANDPIPE

25' 24' 23' 22' 21' 47° 20' 17' 16' 15' 14' 13' 12' 11' 123° 10'

6th Ed., Sep. / 11 ■ Corrected through NM Sep. 17/11
Corrected through LNM Sep. 06/11

18476

CAUTION

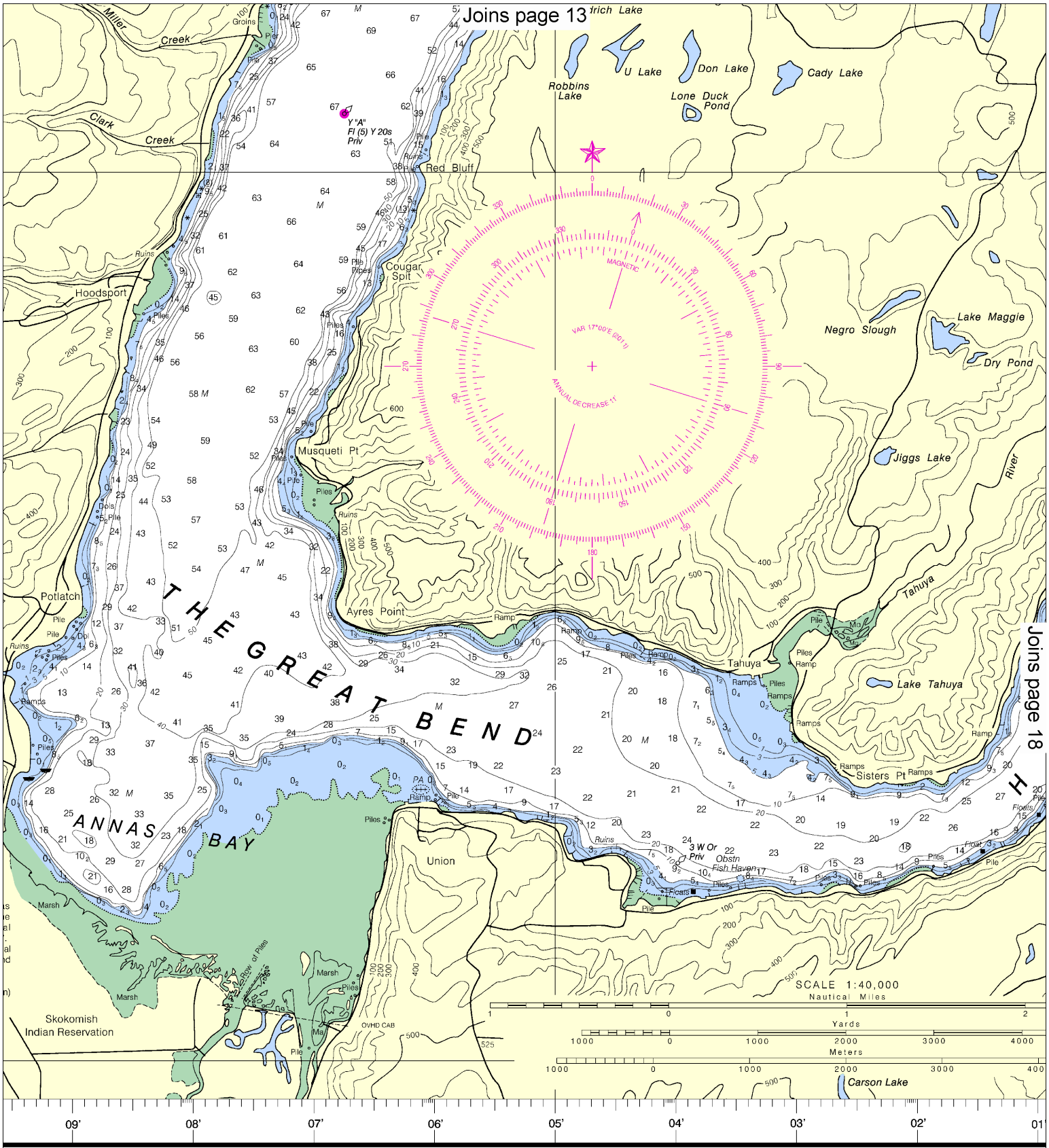
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



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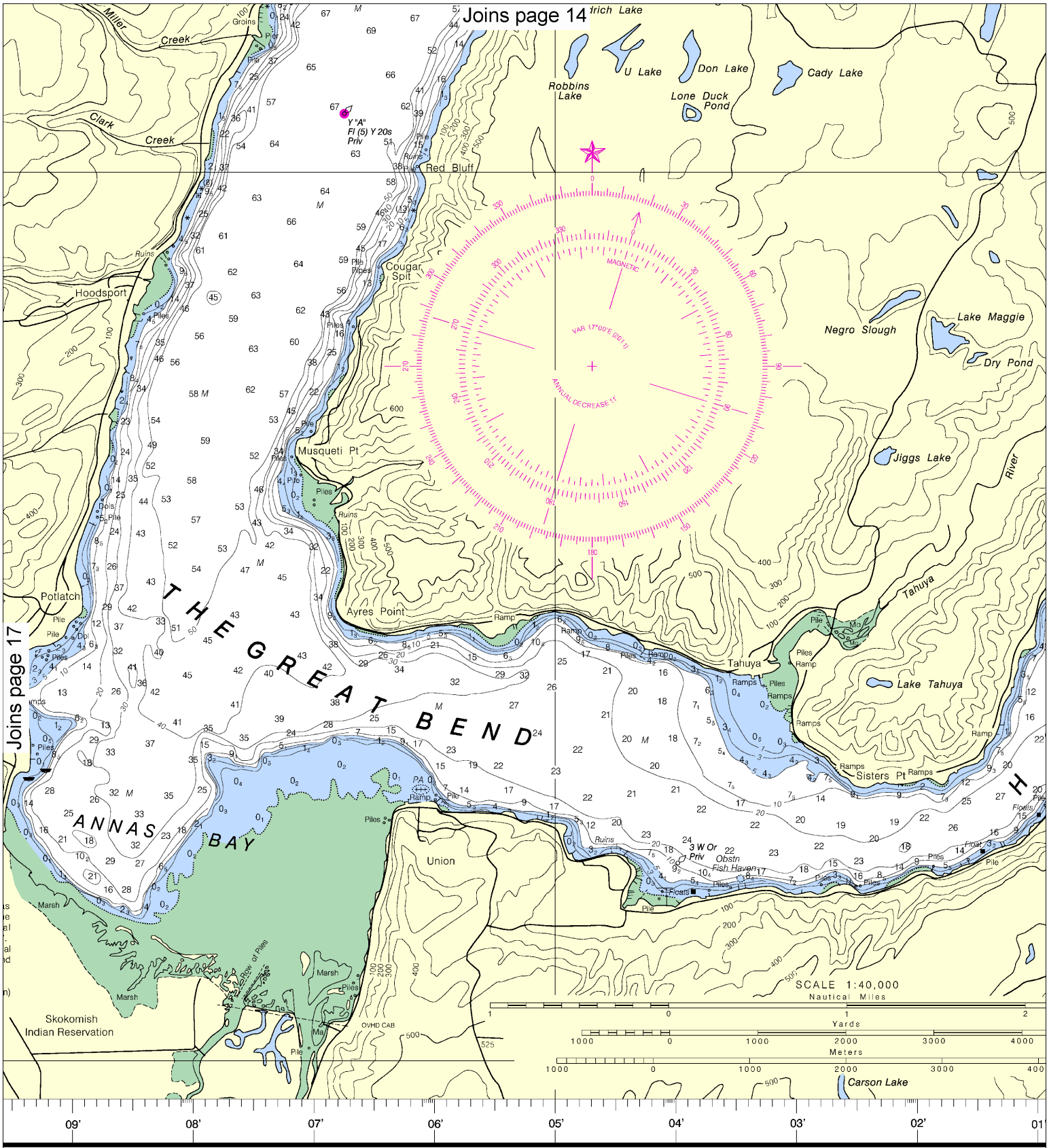
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

COLREGS, 80.1395 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation



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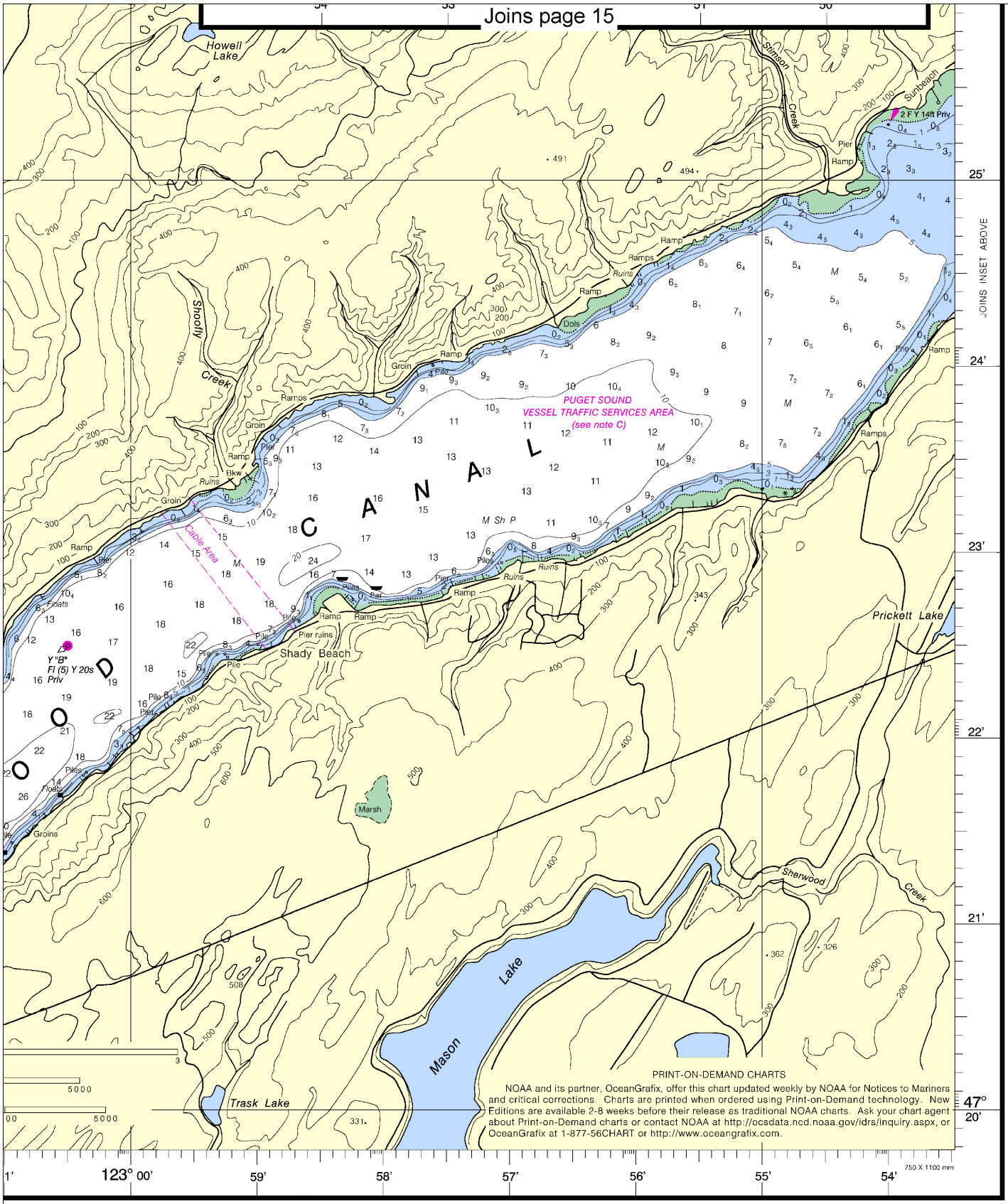
~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



ED NO. 6

NSN 7642014007264 NGA REFERENCE NO. 18AHA18476

on Line.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Hood Canal to Dabob Bay

SOUNDINGS IN FATHOMS - SCALE 1:40,000

18476

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
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National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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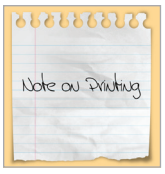

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